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THE CLINCHFIELD.

A Magnificent Road with a Splendid Future.

H. K. Aiken, president of the chamber of commerce, Laurens, S. C., in the Columbia State, writes:

The globe on which we now live was once a red-hot ball of molten material. It has cooled off considerably, but the cooling process is not yet completed, for down towards its center our planet is still hot beyond conception. The increasing temperature of deep mines, the geysers and volcanoes and the records writ in the rocks tell us this. However, as a result of the gradual cooling of its outer crust contraction took place and the portions that sank became the bottoms of the seas of our lakes of our age while the protruding portions are the hills and mountains of today. Two of these primary ridges have been named by geographers the Blue Ridge and the Cumberland mountains of the Appalachian system or group of mountains. They extend from northeast to southwest and as a consequence the general trend of the streams in this section of the world is through the valleys lying between the ridges. Heretofore, all railroad construction has followed the line of least obstruction and paralleled the direction, or course, of these mountains. To shorten the distance for traffic between the coastal plains of the southwest and the transmontane Ohio river valley was a dream of many statesmen. Calhoun had the vision; so had Hayne, but his hopes lie buried in an incomplete rock tunnel above Wauhatchie.

Mighty Task.

It remained for the organizers and engineers of the Clinchfield route to successfully complete the mighty task of crossing four ranges of mountains in their widest part, going over and through them at right angles and thus building an enduring highway for commerce of uniformly low grade, 240 miles in length, completed at present from Dante, Va., to Spartanburg. This result was brought about by a combination of engineering talent, stupendous monetary outlay and faith in the future. But given these requisites there yet remained the need of another, and that was the need of a Moses to guide the way to the promised land. George L. Carter, of

Tennessee, essayed the role and right well he has filled it. The prime requisite in an industrial leader of today is initiative. Carter has it to spare. Next to it comes ability to wisely choose your lieutenants and to know M. J. Caples, general manager; J. J. Campion, traffic manager; R. F. Brewer, industrial agent, and Theo. Dehon, Jr., division passenger agent, of the present Carolina, Clinchfield and Ohio organization is to be aware that he has this gift also.

Keeping his eye on both goals he led his surveyors over the trail that Daniel Boone and Sevier blazed when they came to help our own Williams annihilate Ferguson and the British at King's Mountain. Where the Tennessee pathfinder crossed the Toe river is now "Boonsford" station on a modern and model railroad. The Daughters of the Revolution have also marked the trail with artistic monuments to be seen at intervals from your Pullman window. After Boone's day travel over the trail was very light and the way became overgrown and closed until the Carolina, Clinchfield and Ohio people reopened it. This they have done in a way that would warrant the assumption of their belief in the adage, "What's worth doing at all is worth doing well."

Through River Gorges.

As the construction of this road proceeded from north towards the south, most of the descriptive literature so far put out supposes that the traveler is making his way in the same direction, but as most of us would approach this modern marvel from its southern end, we will in this account travel up from the comparative lowlands of South Carolina, go over the summit of the Blue Ridge at Alta Pass, N. C., journey down the banks of the Toe river of that state; through the gorge of the Nolachucky (as the same stream is called) after crossing the state line of Tennessee, on down to Johnson City in the valley of East Tennessee, then down the Holston river valley past Kingsport, tunnel Clinch river and up the valley of Lick Creek to Dante Va., hid among the coves of the Cumberland mountains.

From Spartanburg, whose altitude is 755 above the sea level, up to Bostie, N. C., the landscape is too familiar to hold attention and one is impressed with the excellent character of the rock ballasted road bed, the absence of the clang and clatter of loosely joined, light rail, the wide sloped cuts and the increasing height of the stone faced fills as you cross the

Pacolet and Broad rivers. There is a feeling of permanence beneath you on 100 pound rails like the sensation imparted when walking over a heavy velvet carpet on the floors of a well built mansion.

The altitude of Bostie is 920 feet, and you are leaving the cotton belt behind. Here the Clinchfield crosses the Seaboard Air Line, running from Charlotte to Rutherfordton.

The C. C. & O. uses the telephone to transmitting train orders. Every baggage car and freight cab on the line is equipped with a trolley pole device for instant connection with the wires so that if a train of any class is detained between telephone stations a report of conditions can at once be sent in to headquarters.

Leaving Bostie, the valley of the second broad river is ascended, the first tunnel is passed and you are at Marion, N. C., altitude 1,320 feet. Here, at the foot of the southern slope of the blue ridge mountains, the Southern's line from Salisbury to Asheville is crossed. The stations of the two systems are about two miles apart and transfers are made by hack. Marion is a county seat in the Catawba valley, furniture factories and the largest population to be found between Spartanburg and Johnson City.

An Easy Grade.

The Theo C's road of some years ago had Johnson City as its destination, but was never carried beyond Marion, for at this point the problem of scaling a vertical height of 1,300 feet looms large before the would-be railroad builder. What it means to do this on a grade that is practicable is difficult to convey to the average mind. To come and see "the lay of the land" is about the only way most of us could be made to comprehend the difficult character of the undertaking. Disregarding whatever is in the way, whether this was a mountain or a chasm, the C. C. & O., climbed to the top at a uniform grade of sixty-three feet to the mile. The work is some of the best construction to be seen east of the Mississippi river, reminding one of the Moffatt road out of Denver of the "Short Line" up to Cripple Creek, Colo. The loops, passes or zigzags are taken to avoid the lesser peaks that buttress the main ridges of the mountains. Where there was no way around these then a tunnel was called for. Most of these are through the hardest kind of granite. At one point on the way down, you stand on the rear platform and look back through three tunnels at the same time. At another point on the way up, the train emerges from one tunnel, makes a loop on an embankment over 100 feet high, and goes back through the same butte by another tunnel a few feet higher up.

In a stocking shape loop to gain 400 feet vertically, where there are six miles of track having nine tunnels in this distance. Tired at last of doubling, the Gordian knot is cut and the summit of the Blue Ridge is pierced by a straight tunnel one third of a mile long and perhaps 150 feet below the crest of the ridge. The northerly end of it is Alta Pass, ninety miles from Spartanburg, and 2,629 feet above the level of the sea. Before starting down from this point, let's stand for a moment. Here is one of the finest views to be had in all the region. To your right is Mount Mitchell, the tallest peak this side the Rockies, then Clingman's dome, and a little more to the left the massive, square outlines of Table Rock. On your left hand Linville mountain faces you while in front of and below is spread out the Catawba valleys as a cyclorama painted by the Father of and Preceptor of all art-nature. To linger over a scene like this is to forget the transient, trivial things of our

which we groan and sweat and to realize in some degree that this world is a beautiful garden made for men to wander in. If we find it otherwise, the fault lies in the creature and not with its Creator.

Winds With River.

Starting down the northern face of the Blue Ridge at Alta Pass, the route soon strikes the right bank of the Toe river and winds and curves with it for forty seven miles. The grade in this distance, following the bed of a stream, is much less, twenty-eight feet to the mile. All of this distance virgin forest, mountain and cove, with a cabin or a small sawmill to be seen now and then. Communication with the rest of the world was infrequent and difficult before the coming of this road. Stations have been located and named, so far. Before the state line of Tennessee is reached the Toe has gathered volume and become a river of some size, passing out through narrow, eight miles in length, whose walls, green and well-wooded, rise 1,200 feet. At the mouth of this gorge and accessible from the valley of East Tennessee is a summer resort, Unaka Springs, where the road crosses the river. It is a little higher than Johnson City. The scenery all along here is fine. At Erwin, Tenn., sixteen miles this side of Johnson City, are located the Carolina, Clinchfield and Ohio shops, plans are forming to develop a large water power on the Nolachucky

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Notable Decline

Health Department Reports Less Typhoid and Consumption in State.

Richmond, Va., Jan. 7.—That two of Virginia's most dread diseases claimed a smaller toll in 1910 than in 1909 is the most cheering note in a statement of Health Commissioner Eunice G. Williams, read today to the State Board of Health at its annual meeting.

Typhoid fever and consumption, according to the Health Commissioner, showed a marked decline during the past year, and the warfare being waged against them by the State and local health authorities presages still greater victories during the next year. During the statistical year 1909, the Department of Health estimated 14,398 cases of typhoid fever in the State, exclusive of the cities which have organized municipal health departments. During the same period of 1910, this number was reduced to 11,845, or a decline of 2,553. During 1909, the estimated number of cases of consumption developing was 6816, while in 1910 this number was reduced to 3760, a decline of 1156.

In speaking of these figures today, an officer of the Health Department grew enthusiastic. "Owing to the absence of a vital statistics law," he said, "it is not possible to tell precisely how many cases of any given disease occur in the State during any given time, but the report filed with the Health Department and the careful estimates made from them leave no doubt that there has been a great and gratifying decline in typhoid fever and consumption. Great as this is, it is but an indication of the possibilities of preventive medicine. There is no reason why, in time, these dread diseases should not disappear, with a gain to human happiness and prosperity which is beyond one's imagination."

In addition to receiving Commissioner Williams' report, the State Board of Health transacted a large volume of routine business, re-electing the same officers and outlining work for the future. There was a genuine tone of satisfaction manifested throughout the proceedings and all the members of the Board expressed their firm confidence that Virginia's war against disease was yielding magnificent results.

Old Soldier Tortured.

"For years I suffered unspeakable torture from indigestion, constipation and liver trouble," wrote A. K. Smith, a war veteran at Erie, Penn., "but Dr. King's New Life Pills fixed me all right. They're simply great." Try them for any stomach, liver or kidney trouble. Only 25c at Kelly Drug Company.

ANNUAL MEETING

Virginia-Tennessee Industrial and Agricultural Association.

Bristol, Va., Jan. 5.—The Virginia-Tennessee Agricultural and Industrial Association held its first annual meeting here today, with General Rufus A. Ayers, president, presiding. The meeting brought to the city many prominent farmers, mine owners, timber men and others in the development of the region.

The meeting was addressed by the following prominent speakers: Gen. R. A. Ayers, who spoke of the resources of the region and the possibilities for a thrifty people; Dr. H. A. Morgan, of the University of Tennessee, who discussed "soil fertility in relation to permanent agriculture; mineral resources of East Tennessee;" Prof. T. O. Sandy, of the agricultural department of the federal government, whose subject was "Farm demonstration work;" F. H. LaBaume, agricultural and industrial agent of the Norfolk and Western railway, whose subject was, "The need of a greater agricultural and horticultural development in the South;" P. St. J. Wilson, highway commissioner of Virginia, whose subject was, "Permanent highways;" Geo. W. Koiner, agricultural commissioner of Virginia, who spoke upon "Virginia lands and their products;" M. V. Richards, land and industrial agent of the Southern Railway, whose subject was, "Community development;" Dr. S. W. Fletcher, director of the Virginia experimental station, whose subject was, "Commercial fruit growing in Southwest Virginia."

The association unanimously adopted the following resolutions: "Whereas, the States of Virginia and Tennessee possess untold wealth in their resources of soil, timber, water power and minerals, and thereby the adding of millions to the individual and community wealth of said States, and increasing largely the revenues from taxes; the enrichment of lands and the enhancement of land values; the extension of public highways and the enlarging and broadening of the public school system by making more populous the country districts; and

"Whereas, in order to attract immigration of the right character and to gain the attention of capital, we must make known through a medium of publicity our great natural advantages; and recognizing that it is practically impossible for a few to stand the expense of advertising and promoting our lands and minerals and timber resources, when all alike are to be equally benefited; therefore, be it

"Resolved, by delegates in attendance upon the meeting upon the Virginia-Tennessee Industrial and Agricultural Association, representing all lines of business in East Tennessee and Southwest Virginia, that we respectfully and do hereby memorialize the General Assembly of the State of Virginia and the General Assembly of the State of Tennessee to enact a law authorizing counties in the State of Virginia and counties in the State of Tennessee to make appropriation or appropriations for available funds in hand to be used for the purpose of exploiting the resources of such counties, said funds to be handled through whatever responsible agency may be selected by said counties taking advantage of the privilege accorded them;

"Resolved, further, That in making said expenditures no individual or particular district of any county participating in this advertising campaign shall profit directly through the use of said public funds, but we respectfully suggest that such authorizing act as we petition for shall provide for a broad and comprehensive method that will benefit all alike.

"Resolved, That copies of these resolutions be directed to the representatives and senators in the General Assemblies of the two States from the counties participating in this association work, and that they be, and are, hereby requested to introduce a bill before their respective assemblies covering the main conditions set forth above."

The meeting adopted the further resolution:

"Resolved by the Virginia-Tennessee Agricultural and Industrial Association in meeting assembled that cordial endorsement is given the proposition to establish a great highway between Memphis, Tenn., and Bristol, Tenn.-Va., believing that such a road will not only greatly enhance values along its entire line, but that it will tend to bring the people of West Virginia and Northern Mississippi and Eastern Arkansas into closer relations and into a better understanding of the splendid counties embraced in what is known as upper East Tennessee."

The association further provided in resolutions adopted as follows:

"Resolved, by this association that the county secretaries be, and are, instructed to request of the land and industrial departments of the railroads operating in the territory to forward the address of said secretaries literature issued from time to time by said railroads pertaining to people who are seeking farms, timber or mineral lands in the Appalachian region, and that secretaries be urged to communicate at once to prospectors whose names may thus be obtained, giving all information relative to their particular counties."

Relative to the proposed Panama exposition, the association adopted the following in favor of New Orleans as the place for such an exposition:

"Whereas, a great international exposition will be held in the United States during the year 1915 for the purpose of celebrating the completion of the Panama canal, and

"Whereas, the city of New Orleans is before the senate and house of representatives at Washington, petitioning that body to name the Crescent City as the place for holding said exposition, and

"Whereas, if the city of New Orleans is selected as the site of this great international exposition it will bring through Southwest Virginia and East Tennessee thousands and thousands of people who have not heretofore had any opportunity to see this region or to enter into even the most casual investigation as to its magnificent resources, therefore, be it

"Resolved, That this association, representing men in all lines of business in west Virginia, that we respectfully and

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ADOPTS THE "BACK HOME" PLAN.

Johnson, City, Tenn., Jan. 7.—The industrial department of the Carolina, Clinchfield and Ohio Railway was today notified by the board of trade of Winston-Salem, N. C., that they have printed five thousand circulars for school children to use in gathering the names and addresses of persons who have moved West, which are to be given to the board of trade and, in turn, to the railroads participating in the "Back Home" movement, inaugurated by the Clinchfield. Besides this, they are carrying advertisements in the newspapers of their section

inquiring for such addresses. To all whose names are furnished the railroads will mail a special invitation to come "back home" and share the glories of a new South, with specific details concerning opportunities for farming, fruit growing and stock raising. Boards of trade and newspapers all over the South are endorsing the movement, and proffering their support. The Clinchfield people say that over a million former Southerners will be asked to visit their old homes in the next few months.

President Taft will Attend Commercial Congress.

Washington, Jan. 7.—President Taft and two of his cabinet, Secretaries Dickinson and Wilson, will be present at the great meeting of the Southern Commercial Congress in Atlanta, March 8th, 9th, and 10th. This meeting will typify the physical recovery of the South. In an interview today G. Grosvenor Dawe, Managing Director, said: "Just fifty years ago the struggle between the states was approaching a head. Consequently this semi-centennial meeting will have unusual significance. The proceedings will cover three days. One whole division of the meeting will be styled 'External Views of the South.' The group of speakers is of national weight, Secretary of Agriculture, Wilson; George W. Perkins; Edward Hines, President of the National Lumber Manufacturers Association; Samuel Mc-

Roberts, Vice-president National City Bank of New York; George Westinghouse of Pittsburgh and Arthur M. Harris of N. W. Harris and Company of Boston." The first night will be devoted to the subject of "The Solid South of Business," spoken to by one business leader from each State; the second night to "Making the New South Understood," closing with a speech by Colonel Roosevelt on "The South's Obligation in Statesmanship and in Business Endeavor"; the third night to "The South's Higher Thought." The speakers that night will be William G. McAdoo, Dr. E. A. Alderman (invited), Governor Woodrow Wilson, Secretary of War Dickinson. The final speech of the meeting will be by President Taft, his subject being "A Greater Nation Through a Greater South."